

the Ghaziabad-Lucknow (via Moradabad-Bareilly) Highway into four lane Highway;

(b) if so, the details thereof;

(c) by when work is likely to be commenced in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) to (d) Yes, Sir. Four laning of NH 24 Ghaziabad to Lucknow is being taken or proposed to be taken up as part of National Highway Development Project (NHDP). The status is as under:

(i) Four laning of Ghaziabad-Hapur section of NH 24 including Hapur bypass has already been completed.

(ii) Hapur-Moradabad section of NH 24 is being four laned under NHDP Phase-II. Moradabad-Bareilly-Sitapur section of NH 24 has been including under NHDP Phase-IIIB for which the approval is only for preparation of Detailed Project Report.

(iii) The work of four laning for the remaining stretch of NH 24 i.e. Sitapur-Lucknow section has been awarded under NHDP Phase-IIIA and is scheduled to be completed by June 2009.

Quality evaluation of Golden Quadrilateral Roads

1746. SHRI RAHUL BAJAJ: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the current system of quality evaluation of roads being built under the Golden Quadrilateral and National Highways Development Projects; and

(b) for how many years does the builder provide a warranty for the roads built by him?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The primary responsibility for quality is that of the contractor, which is checked by reputed Supervision Consultants as per provisions of the specifications.

In addition, independent Quality Audit agencies like Engineers India Ltd. and Central Road Research Institute (CRRI) are also engaged to check adherence to quality control processing.

(b) A defect liability period of one year after completion of contract is usually specified in all contracts. In case of Build, Operate and Transfer (BOT), BOT (Annuity) projects, the concessionaire has to maintain the road stretch for the given concession period.

NHs in Jharkhand

1747. MS. MABEL REBELLO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount allocated, released and spent on the National Highways in Jharkhand during the last two financial years;

(b) whether Government would realize that Jharkhand is naxal affected State and hence infrastructure development should be given highest priority;

(c) if so, the reasons for Government not making higher allocation and improving National Highways to four-lane and at least to two-lane; and

(d) by when all National Highways of Jharkhand would be converted to at least two-lane?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The amount allocated to State Government for development and maintenance of National Highways (NHs) in Jharkhand and expenditure thereon during last two years are as under:

(Amount in Rs. Crore).

Year	Allocation/ Release	Expenditure
2004-2005	58.78	26.46
2005-2006	61.37	61.35

In addition, National Highway Authority of India has incurred an expenditure of Rs. 169.68 crore in 2004-05 and Rs. 210.13 crore in 2005-06 on National Highway Development Project (NHDP) in Jharkhand.